BACKGROUND

Nature of the Project

The goals of the Phase I Cultural Resource Management Survey conducted within the Eden Square Connector project area **(Figure I-1)** south and east of the intersection of U.S. Route 40 and State Route 7, New Castle County, Delaware, was to locate and identify all potentially significant cultural resources that might be impacted by this highway project. The study was conducted for Whitman, Requardt and Associates, LLP, of Baltimore, Maryland so that appropriate measures could be taken to comply with Federal laws and regulations.

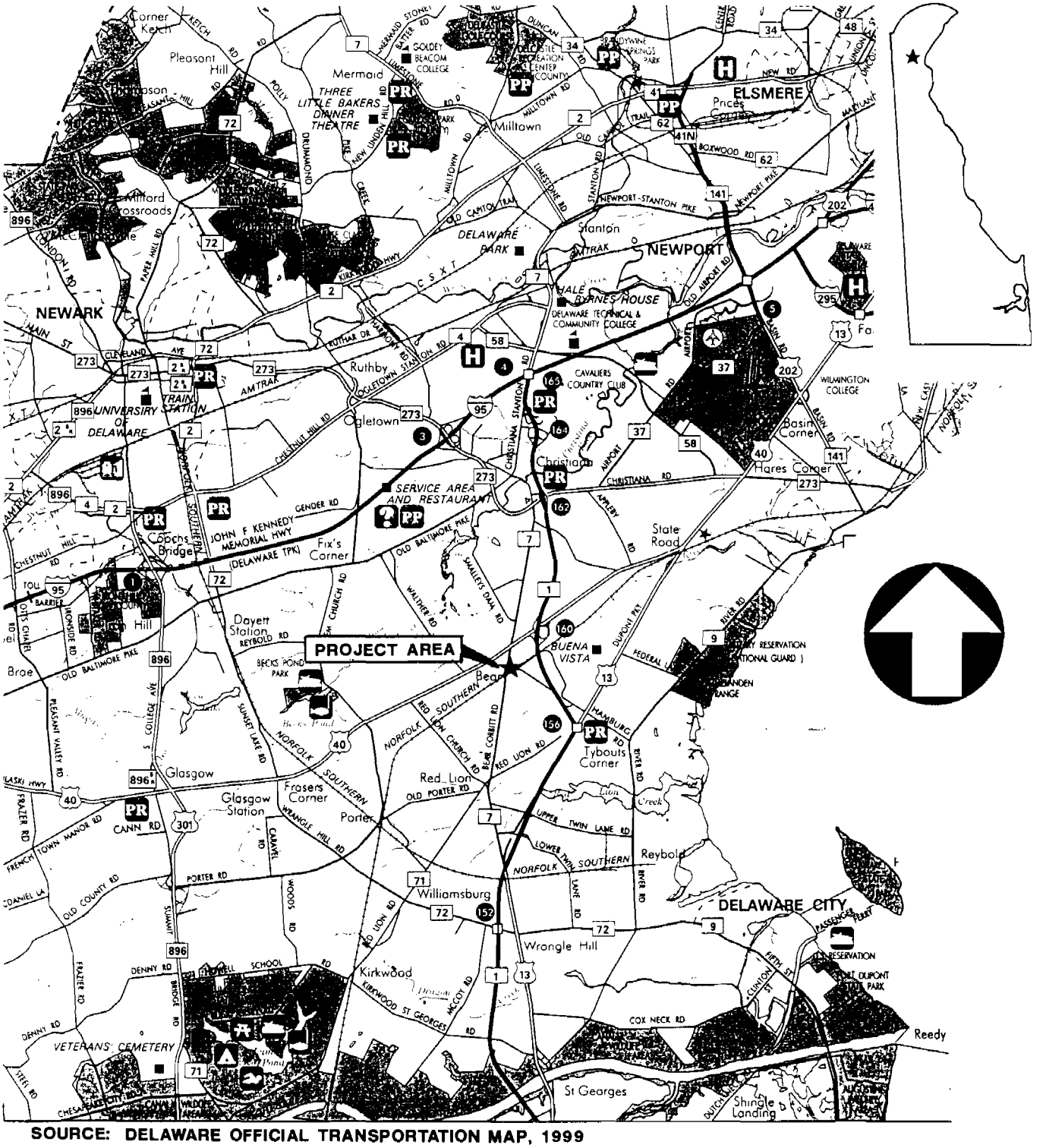
The survey described herein was specifically required under Section 106 of the National Historic Preservation Act (NHPA) of 1966 **(Public Law 89-665; 80 Stat: 915; 16 U.S.C. 470)**, regulations embodying the provisions of NHPA as codified in 36CFR800, and implementing regulations including Executive Order 11593 which makes provisions for surveys in advance of project approval.

Whitman, Requardt and Associates, LLP, solicited a proposal from MAAR Associates, Inc. (MAI) to perform the required study. Background research commenced in the fall of 2001 after receiving a Notice to Proceed. The following individuals are gratefully acknowledged for their assistance, which contributed to the successful completion of the study:

Mr. Ronald A. Thomas, Principal Investigator, MAI
Mr. Jerome Traver, Project Historian, MAI
Ms. Corri Jimenez, Architectural Historian, MAI
Mr. Robert F. Hoffman, Research Associate, MAI
Mr. Fred Carlson & Ms. Lorna Soltanian, Field Technicians
Mr. Richard L. Green, Graphics Illustrator, MAI
Ms. Jessica Billy, Report Coordinator, MAI

Management and Research Goals

The principal management goals of the Phase I Cultural Resource Management Survey described herein included the definition of Areas of Potential Effect (APE). The direct APE is herein defined as the footprints of the three alignment options between SR # 7 and the Eden Square Shopping Center property. The indirect APE would include the entire Bear Station Historic District between SR # 7, Old Hamburg Road and the railroad tracks. Goals also include the location and identification of all cultural resources within these APEs and preliminary assessments of integrity, significance and research potential for each discovered resource. The research strategy proposed included background research designed to establish historic and prehistoric contexts to aid in the interpretation and evaluation of discovered resources, a field survey which included systematic subsurface testing, as well as data analysis and report preparation.



SOURCE: DELAWARE OFFICIAL TRANSPORTATION MAP, 1999

0 MILES 5

0 KILOMETERS 8

MAI PROJECT: D-82
EDEN SQUARE

FIGURE I-1
GENERAL LOCATION MAP

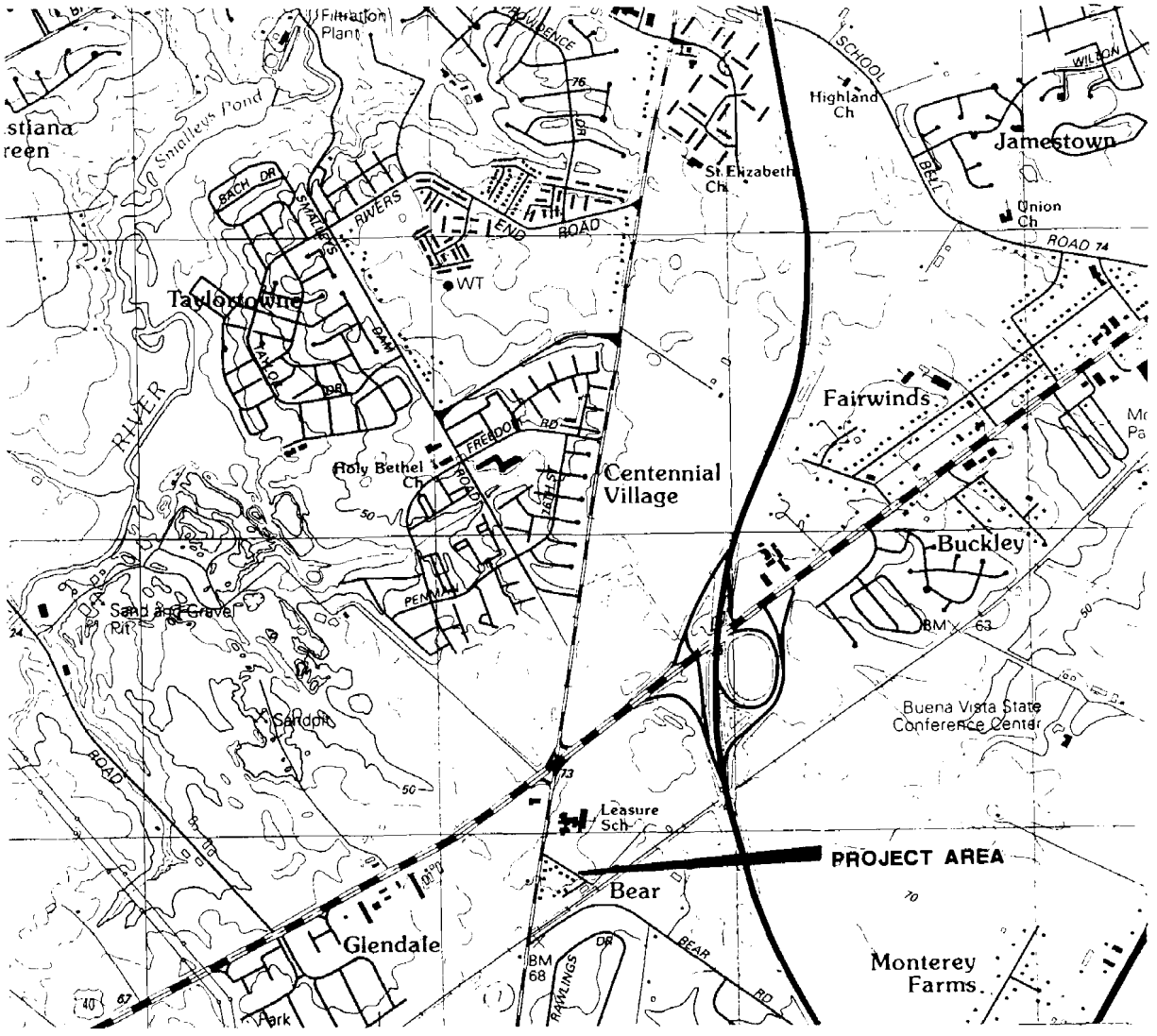
Natural Environment

The project area lies within the Upper Coastal Plain physiographic province of Delaware, located between the Fall Line and within the southern part of the Christiana River drainage. It is characterized by a southeastern extension of the coarse gravels of Pleistocene sediments in Delaware. The area contains a relatively flat topography with elevations ranging from 60 to 80 feet **(Figure I-2)**. The study area borders no high-order streams and is drained by an unnamed low-order stream flowing north, a half a mile into the main channel of the Christiana River.

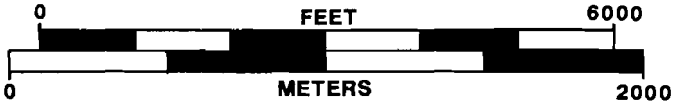
The soils within the project area are classified as part of the Matapeake-Sassafras Association, which are found on nearly level to steep, well-drained to poorly-drained soils, with moderately to medium-texture soil types. This soil association occurs within a large part of the inland Upper Coastal Plain, from New Castle to a point southwest of Townsend. Although a great variety of soils occur within the project area, the area is dominated by Woodstown loam (WsB2) and Sassafras sandy loam (SaB2), deep, moderate to well-drained soils **(Figure I-3) (Matthews and LaVoie 1970:29)**.

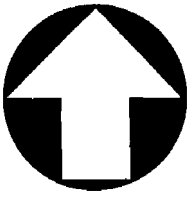
Previous Investigations

Although the study area lies within what is called the "Route 40 Corridor," an area of New Castle County witnessing heavy planned development, no previous surveys have been conducted within the immediate vicinity. Cultural resources have been recorded in the area, however, and they will be discussed below. The Delaware Department of Transportation (DEL-DOT) has sponsored a number of cultural resource management studies in surrounding areas, including Pencader Hundred, Church Road, and Walther Road, all to the west of the current study area. For instance, a survey of the recently - rerouted Route 896, east of Glasgow and only a few miles west of the project area, resulted in the discovery and excavation of several tenant farmer archaeological sites. Among these was the Thomas Williams Site, a black laborer-occupied household **(Catts and Custer 1990)** that resulted in the gathering of important data about tenant farming and black laborers of the nineteenth and early twentieth centuries. Along Church Road, both prehistoric and historic cultural resources were discovered. MAAR Associates, Inc. has undertaken extensive investigations along State Route 7 north of U.S. Route 40 and the Eden Square Connector. The University of Delaware Center for Archaeological Research has surveyed the newly-built State Route 1 adjacent to the study area. Another series of surveys and excavations were conducted in association with the proposed widening of Old Baltimore Pike and other highways north of the Christiana River.



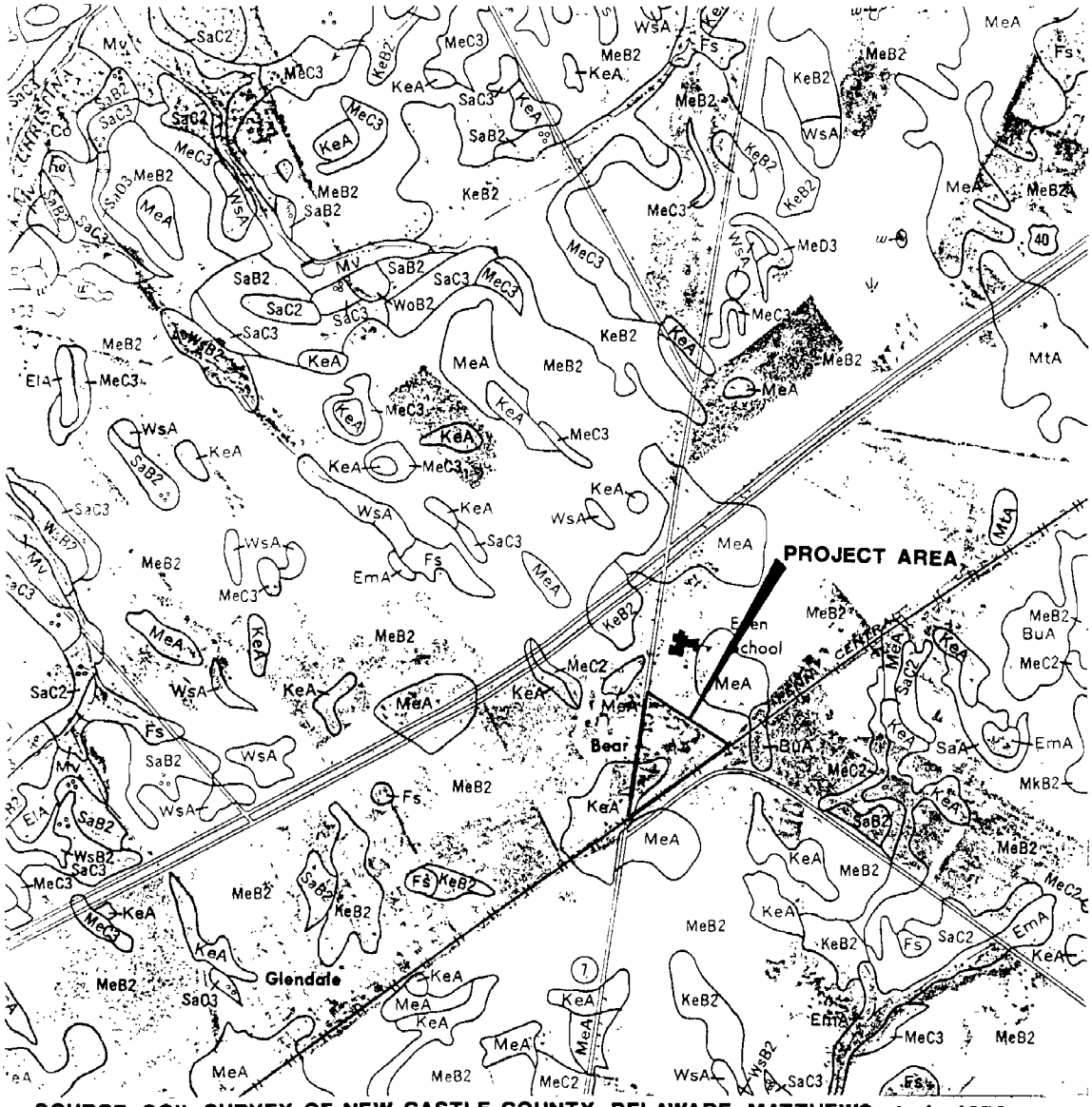
SOURCE: USGS NEWARK EAST, DEL., 1993





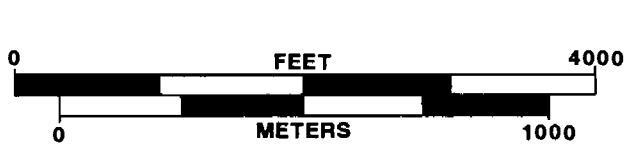
MAI PROJECT: D-82
EDEN SQUARE

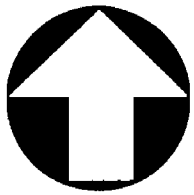
FIGURE I-2
PROJECT LOCATION MAP



SOURCE: SOIL SURVEY OF NEW CASTLE COUNTY, DELAWARE, MATTHEWS et al., 1970

KeA KEYPORT SILT LOAM, 0-2% SLOPES
MeB2 MATAPEAKE SILT LOAM, 2-5% SLOPES, MODERATELY ERODED





MAI PROJECT: D-82
EDEN SQUARE

FIGURE I-3
SOILS MAP OF THE PROJECT VICINITY

Prehistoric Overview

The following general discussion provides an outline of the prehistoric cultural record of the upper Delmarva Peninsula as it is currently understood by archaeologists. It is organized by major cultural periods, each of which represents a distinguishable tradition of food procurement and community settlement patterns. This discussion can be construed to pertain, with possible minor exceptions, to the Eden Square Connector project area.

Paleo-Indian Period, ca. 15,000 B.C. - ca. 6,500 B.C.

It is now believed that man has occupied the New World for as much as forty thousand years. Earlier human settlement occurred in the Old World, with migrations beginning in Africa and spreading to Europe and Asia as early as half a million years ago. By the time man would have reached the northeastern tip of Asia, from which he could have moved into North America, he had fully evolved into a form known as Homo Sapiens Sapiens. The earliest social groups depended upon hunting and gathering to procure food and their culture reflected a simple way of life. In the New World, this system is known by the term Paleo-Indian.

The earliest cultural manifestations which may occur in the project area may be associated with the Paleo-Indian period, ca. 15,000 B.C. to ca. 6,500 B.C. The data quality for this period is extremely poor, and what little is known is skewed towards what would have been the more interior portions of the landscape which was subjected to exploitation by these early populations. It is generally believed that Paleo-Indians focused on the hunting of large game animals, many of which are now extinct, that existed in the late Pleistocene environments at that time. In addition, wild plant foods were used to supplement their diet. The coastal components of the Paleo-Indian settlement systems are rarely found, due primarily to complicating factors such as sea level rise, which would have inundated many sites, and the geologically-active nature of the Delmarva Peninsula. Paleo-Indian peoples are most readily identified with their well-made flint spear points and knife blades known as "fluted points." These tools were manufactured out of quality raw materials such as flint, chert, chalcedony, and other "cryptocrystalline" quartz. What little data are available indicate relatively strong correlations between Paleo-Indian site locations and the local availability of lithic materials suitable for the manufacture of stone tools. There also appears to be an association of sites in nearby areas dating to this period with a variety of relict glacial features, which may represent areas formerly associated with rich natural floral and faunal resources. Extensive survey work conducted for the Department of Transportation along the U.S. Route 13 Realignment, however, failed to find any Paleo-Indian sites in association with these geological formations, but rather identified that they were used by Woodland period Indians, and to a lesser extent by Archaic period peoples **(Custer et al. 1987:33)**.

Archaic Period, ca. 6,500 B.C. - ca. 3,000 B.C.

The next period which may be represented is the Archaic, ca. 6,500 B.C. to 3,000 B.C. At the end of the Paleo-Indian period, a major climatic change was occurring. This took the form of a general warming trend with a corresponding change in the vegetation from a disappearance of grasslands to wooded forests of oak and hemlock. As this change occurred, grazing animals were forced from the area in search of food, and were replaced by browsing species such as deer. The Amerindian populations adapted to this shift by changing from a hunting system to a more generalized foraging pattern. The large settlement populations were divided into smaller groups able to exist within a given region of floral and faunal resources **(Custer et al. 1987:28)**. The tool kits of this period were more generalized, and show a wider array of plant processing tools such as grinding stones, mortars and pestles. The mobile lifestyle was probably necessary as seasonal shifts changed foraging zones. Known sites include a variety of large basecamps, such as the Clyde Farm Site, and small procurement and processing sites **(Custer et al. 1987:28)**.

Woodland I Period, ca. 3,000 B.C. - ca. A.D. 1000

The Woodland I period, ca. 3,000 B.C. to A.D. 1000, is the next period that is likely to be represented in the upper Delmarva. This period is characterized by a certain degree of sedentism, increased population densities, and a greater degree of contact and exchange between native groups. Although the subsistence/settlement systems for this period are thought to be similar to those postulated for the Archaic period, there appears to be a greater degree of diversity which is thought to be tied to the adoption of new food procurement technologies and to extreme changes in the social organization of the groups inhabiting the region. The data quality for this period is considerably improved over that of earlier periods. This improvement in the quality of the data base is due to several factors, which include a greater number of recorded sites (more of these sites have been investigated) and a greater degree of integrity and preservation. The sites that may be represented in the current project area would probably be limited to procurement sites.

Woodland II Period, ca. A.D. 1000 - ca. A.D. 1600

The Woodland II period, ca. A.D. 1000 to ca. A.D. 1600, is the last prehistoric period to be considered. The period is characterized by ". . .the breakdown of trade and exchange networks, alterations of settlement patterns, the development of sedentary lifestyles, and the appearance of agricultural food production to varying degrees. . ." **(Custer and DeSantis 1986:133)**. Although sedentism is often associated with the intensive practice of agriculture, which provides a steady and reliable subsistence base, it is difficult to find evidence to suggest that agriculture provided any significant portion of the subsistence base for groups living in Delaware. The sites dating to this period that may be represented in the project area include procurement sites, again with a relatively high probability.

Contact Period, ca. A.D. 1600 - ca. A.D. 1700

The Contact period, ca. A.D. 1600 to ca. A.D. 1700, is very poorly understood, since no clear-cut Contact period sites have been located in Delaware. The potential for such sites is generally considered to be low for a variety of reasons. It has been suggested that Delaware Indians did not have access to the fur trade as did their neighbors to the north and therefore had nothing of value to trade. Another possible explanation for the absence of these sites is indicated in the documented history of the Contact period which shows that what contact there was, was short-lived and usually ended in violence, which obviously would have precluded the establishment of any substantial trade relations. A third and probably unlikely scenario is that archaeologists have failed to recognize these particular cultural manifestations in the archeological record.

Historic Overview

New Castle Hundred is one of ten political subdivisions of New Castle County and lies south and east of Christina Creek, extending along the Delaware River to Red Lion Creek. Census data for the year 1800 listed the hundred as having the fourth highest population within the county, totaling 2,438 persons, of which 235 were held in slavery **(DeCunzo and Catts 1990:54)**. Communities located within these bounds include Bear, Hares Corner and Red Lion.

1630 -1730: Exploration and Frontier Settlement

Between the initial settlement of Delaware by the Swedes in 1638 and the end of the period of initial settlement in 1730, New Castle County was under the control of three different colonial jurisdictions: Swedish (1638-1654), Dutch (1654-1664), and English (1664 to the American Revolution). Each of these colonial experiences left their particular mark on historic settlement patterns in northern Delaware.

The earliest colonial settlement in Delaware was made near Lewes, Sussex County, Delaware in 1631 under the sponsorship of the Dutch West India Company, for the purpose of whaling and raising grain and tobacco. This settlement was wiped out by an Indian massacre in 1632. Further to the north, a group of Swedes in the employ of the New Sweden Company built Fort Christina in 1638, which was the first permanent European settlement in Delaware. Within a decade, Swedish settlements extended along both sides of the Delaware River between Wilmington and Philadelphia. Despite its geographic extent, the Swedish community remained small, with an estimated population of no more than 250 to 300 people **(Printz 1647; Delaware County 1980)**. The Swedes either lived in small, fortified settlements like that which developed around Fort Christiana or on widely scattered, independent farmsteads located in the marshes along the Delaware River and the lower reaches of the larger rivers and creeks which emptied into it. The Delaware River and its tributaries provided the major means of transportation and communication between these isolated

settlements.

The Swedish colony was commercial, concerned primarily with profit-making ventures such as the cultivation of tobacco and the fur trade with the Indians. Initially, the Swedes had great difficulty finding people who were willing to emigrate to New Sweden. Most of the early Swedish settlers were either employees of the company, bond servants, or convicts, most of whom never intended to become permanent inhabitants of the Delaware Valley. By 1650, however, deteriorating economic conditions in Sweden made colonization more attractive; and later expeditions to the Delaware Valley attracted a larger number of permanent settlers, many of whom were of Finnish extraction **(Weslager 1988:130)**. Swedish settlers who were not involved in company business appeared to have engaged in subsistence farming. They planted orchards, raised crops, and pastured livestock on the natural grasses of the marsh environment. Horses, cows, oxen, sheep, hogs, geese, and ducks were kept while grain, hemp, and flax were cultivated for domestic use. Undoubtedly, early settlers took advantage of the abundance of fish and game as a source of food **(Fletcher 1971; Acrelius 1874; Kalm 1964)**.

With the exception of a few royal land grants, no formal system of land surveys, patents or deeds was instituted in New Sweden. All land was owned by the company. There were no civil divisions of the colony into units of local government; no taxes were collected; and no program of public works was undertaken to provide the community with facilities such as roads, courthouses, landings and bridges. It is known that Governor Printz held courts at Tinicum but to what extent these courts were accessible to the general population of New Sweden is open to question **(MAAR Associates, Inc. 1991:29-30; Frens and Frens 1989:17)**. In short, virtually no historical evidence exists to document daily life in New Sweden during the early years of settlement.

The first Dutch settlement in Delaware was undertaken in 1631, by Samuel Blommaert and Samuel Godwyn, who established a fortified whaling station called Fort Oliphant at Lewes, Delaware. By 1633, Fort Oliphant had been destroyed by the Indians and the site abandoned **(Meyers 1959:43; O'Callaghan 1858:58)**. During the 1640s, the Dutch recognized that the Swedes posed a potential threat to their colonial interests in the region, especially with regard to control of the fur trade. The Dutch claimed the same land, by right of prior discovery, and they re-occupied Fort Nassau on the east side of the Delaware River and erected a new fortification, called Fort Beversreede, at the mouth of the Schuykill River in southeastern Pennsylvania **(Meyers 1959:43; O'Callaghan 1858:58)**. The Dutch thereby maintained a presence in the Delaware Valley until they built Fort Casimir at the site of New Castle, Delaware. The Dutch brought in a large military force and captured Fort Christina in 1655.

The Dutch interest in Delaware centered on their settlements at New Castle, which they called New Amstel, and at Lewes, which was resettled as Swaanandal. The Dutch were confronted by the English in 1664, and New Amstel (New Castle) was turned over to the Duke of York (James Stuart, brother of Charles II). The first local court was established in 1670; and in 1671, the population consisted of forty-seven individuals, both Dutch and English. Jacob Vandever, a Dutch military captain, was naturalized along with the others. Among the English soldiers to arrive in 1664 was John Ogle, who settled in the area of White Clay Creek but apparently lived at New Castle **(Scharf 1888:915)**.

In 1682, the granting of proprietory rights shifted to Governor William Penn; and the seat of power became Philadelphia. One of his early patents, in 1684, was the granting of the project area land (*Two Brothers* tract) to Thomas and John, sons of the recently-deceased John Ogle. Initially, the former Dutch colonies in North America were governed by the English as a royal colony belonging to the Duke of York. The "Lower Counties" were conveyed to William Penn and annexed to Pennsylvania. In 1704, Delaware became a separate colony with the establishment of its own Assembly, but retained close ties with Pennsylvania until the American Revolution.

Under English rule, both the Dutch and the Swedes were permitted to maintain their own languages and customs. However, the English initiated many changes in colonial administration, which resulted in the establishment of new settlement patterns. First, the English established a court system accessible to all inhabitants of the region, with sessions meeting at Upland (Chester) in Pennsylvania and at New Castle in Delaware. The establishment of courts at these locations served as stimuli to the development of these settlements into regional market towns. Second, the English attempted to impose order on the landholding system by instituting a system of surveys and patents and by requiring that all land transactions between individuals be certified by the courts. As a result of these changes in landholding policy, many early settlers acquired formal title to land that they or their families had occupied for several decades (as implied by some Penn grants, the land was "confirmed" as to ownership). Third, the English began the systematic collection of taxes, which required the establishment of formally-defined civil jurisdictions. Accordingly, in 1673, the bounds of New Castle County were defined; and in 1676, the first county taxes were collected. As early as 1670, settlement had extended at least as far upstream as Bread and Cheese Island on the Christina River; and by 1683, eighty-seven inhabitants were residing in the upper reaches of the White Clay Creek drainage **(Scharf 1888:612)**. Finally, the English instituted a program of public works that included the construction of roads, bridges, and ferries **(Scharf 1888)**. The development of land-based transportation not only permitted better communication between existing settlements, but also permitted settlement of the inland areas of Delaware which were not readily accessible by navigable streams.

During the 1680s, many Quaker settlers took up land in the upland regions of northern Delaware. Between 1704 and 1730, Philadelphia replaced both New Castle and Chester as the principal commercial center on the lower Delaware River, although both communities continued to serve as regional market centers. Agriculture remained the principal economic activity of the area. Upland areas were generally cultivated or were maintained as woodlands, while the marshes were either used as pasture for cattle or mowed for salt hay.

The early Swedish, Dutch and English immigrants were principally farmers growing tobacco, rye, and barley on their lands. Wheat was planted in New Castle and Kent counties, and corn was the major crop in Sussex County. These crops were shipped by water to milling sites by shallops and other small boats. The milling sites were among the earliest manufacturing complexes in the region and in the project area. Several were located at the head of the tidal navigation or at the fall line. In the early period, over half the farmsteads were within eight miles of a mill or shipping wharf. Lumber was another seventeenth century export, and there were exploiters of the forest. Timber products, including wood, tar, rosins and pitch, were important exports. Brickyards were another important industry. Mining and the smelting of iron ore were attempted at Iron Hill, a few miles southwest of the project area, but were largely unsuccessful.

Politically, the lower counties sent representatives to New Castle by 1704, but shared the governorship with Pennsylvania. The settlement pattern for this period shows dispersed farmsteads along the Delaware River and its tributaries. In the Pennsylvania Piedmont region, these areas were Brandywine, Naaman's Creek, Pike Creek, Mill Creek, and the Red Clay and White Clay creeks, while the upper peninsula tributaries were Christina, Appoquinimink, Duck Creek, St. Jones, etc. Farmsteads were situated close to waterways and creeks, with small clearings for grain and tobacco fields, and for house sites. During this period, the landscape was heavily wooded. Regardless of the lot system used, dwellings and plantations were generally constructed on well-drained soils with small agricultural fields close by **(De Cunzo and Catts 1990:37)**. Early Dutch grants were often for land in "long lot" configurations, and the custom was continued up into the 1680s, but an irregular "metes and bounds" configuration system was also used. The long lot and irregular lot systems always incorporated some water source, usually a stream, running through the parcel. Structures during this period consisted of small dwelling houses, generally of wood (frame or log) and rarely, brick. House foundations were generally of earthfast or impermanent construction. A variety of outbuildings such as kitchens, tobacco and grain sheds, milk houses, barns, smokehouses, and meat houses would have been present.

1730-1770: Intensified and Durable Occupation

Wilmington was the largest urban center in the Delaware colony that developed during this period. In the 1730s, the town of Wilmington was laid out on high ground on the north side of the Christina River near its confluence with the Brandywine and Delaware Rivers. Wilmington grew rapidly as a market town and international port of entry, specializing in provisioning ships and the shipment of agricultural products to the West Indies **(Hancock 1987)**. As the commercial cultivation of grain for both foreign and domestic markets became a major part of the region's agricultural production, milling also became an important part of the local economy. Wilmington was chartered in 1739 and became a port of entry and a post town. It grew from 600 inhabitants in 1739 to 1200 by the time of the Revolution. Of significance was the borough's proximity to the mills on the Brandywine. Wilmington became a center for trade in local and regional farm produce that was brought by water to Wilmington and shipped up the Delaware to Philadelphia.

Small villages also were established, including the communities at Christiana and Newark. Mills were also established along the Christina River and its tributaries, including Cooch's Mill which was established by Thomas Cooch sometime after 1746. To accommodate an increasingly large agricultural hinterland, a number of small inland ports developed for the transhipment of grain to Wilmington and Philadelphia. Christiana, at the head of navigation on the Christina River, rapidly developed as one of these inland port towns where agricultural products were gathered from farms and mills for shipment. Towns like Christiana also attracted a number of craftsmen such as tanners, coopers, wheelwrights, blacksmiths, shopkeepers and tavern-keepers who either served the needs of farmers, millers and the traveling public or utilized by-products of the agricultural community. As the condition of the roads improved during this period, cross roads of the major routes became prime locations for taverns needed to accommodate the travelers utilizing them. Roads from Wilmington reached to the north, south and west, with the major road being the King's Highway, established in 1752 by an act of the General Assembly, although some roads were much earlier.

Although agricultural products were shipped by water from Christina Bridge, roads provided the main means of transportation to this regional market center, which served a hinterland that extended into Cecil County, Maryland. By the mid-eighteenth century, a network of a farm-to-mill-to-market public roads extended across the western part of New Castle Hundred. The principal colonial road in the area south of the Christina River connected New Castle with Christina Bridge and continued eventually to the head of Elk River in Cecil County, Maryland. Farming was the most important occupation in the project area and elsewhere. Starting in the 1740s, Georgian architectural house styles were appearing, with more permanent methods of construction and materials. Outbuildings reflected a general disappearance of tobacco

sheds and construction of more durable granaries and barns. Settlement patterns during the latter part of the period shifted to more interior locations (roadways versus waterways).

1770-1830: Transformation from Colony to State

One Revolutionary War battle (the only one on Delaware soil) or skirmish occurred west of the project area at Cooch's Bridge, on September 3, 1777. A large force of British and Hessian soldiers under Lt Col Ludwig von Wurmb were moving from the head of the Elk River northeastward along the road to Christiana toward Wilmington and Philadelphia. American militia and soldiers numbering about 720, under General William Maxwell, were attempting to hold the British from advancing. In the battle, where the British brought their field pieces into play, and the skirmish that followed the initial volley, the Americans were forced to retire following a bayonet charge by the British, losing about 40 killed and wounded (which they left behind), while the British lost at least 30 killed and wounded **(Cullen 1972:23; Weslager 1947:99-100)**.

Agriculture was on the decline following the Revolution, but manufacturing in Delaware was becoming more successful; and between 1790 and 1810, commerce prospered as never before. Despite its proximity to Wilmington, the early mill-oriented industrialization of New Castle County had little effect on more remote sections of the county, other than determining the destination of local roads. The major development in New Castle Hundred during the early nineteenth century was the construction of the New Castle - Frenchtown turnpike road (now U.S. Route 40), which was begun in1809 and extended from New Castle on the Delaware River to Frenchtown on the Elk River where connections could be made for Baltimore via a sailing vessel on the Chesapeake Bay. Judging by mid-nineteenth century maps, the area on the south side of the Christina River in New Castle Hundred remained largely rural and agricultural throughout the nineteenth century. To the north, in Brandywine Hundred, a number of mills were located along the Brandywine Creek, with employment of occupations such as millwrights, engineers, blacksmiths, and machinists. Most of the rural landscape was still primarily woodlands and cleared fields, with a number of large "plantations" and smaller farmsteads with frame dwelling houses and outbuildings. New Castle County had 27 categories of manufacturing during this period, ranging from paper and snuff mills to a gunpowder mill. Other types included grist mills, fulling mills, and cotton and woolen factories. There were several mills located on Pigeon Run and the branches of Red Lion Creek. Blacksmiths were also important in the local economy.

1830-1890: Agricultural-Industrialization Transition

For the project area, even though slavery was abolished, little change in farming and lifestyle occurred. A series of maps spanning the period 1849 to 1893 delineates

an extremely stable community where settlement patterns hardly changed at all. When land was sold, the purchaser was usually related to the seller or else the member of a neighboring family with a long-standing relationship.

It was during the early nineteenth century that New Castle Hundred and the interior of New Castle County experienced rural expansion centered on transportation routes in the form of crossroads, turnpikes, railroads, and associated hubs or stations. In the project area, the New Castle and Frenchtown Turnpike, now U.S. Route 40, had been constructed earlier, in 1809. By mid-century, the New Castle and Frenchtown Turnpike ceased to function as a toll road. Construction on the New Castle and Frenchtown Railroad was initiated in 1831 along a seventeen-mile corridor linking the Chesapeake Bay (Elk River) with the Delaware River. The initial concept was a carriage on a rail track, which was pulled by horses, with two horse-changing relay stations - one at Bear and one at Glasgow. Within two years, the concept was mechanized with the importation of a steam engine **(Scharf 1888:428)**. The railway was in active operation for 20 years, in conjunction with a line of steamboats from Frenchtown to Baltimore. The Bear community developed around a station stop on the New Castle and Frenchtown Railroad, but was named after a tavern that had been constructed in the late eighteenth century at the crossroads of the main road from Christiana to Red Lion and the road from New Castle to Elkton. In 1853, the Philadelphia, Wilmington and Baltimore Railroad Company became interested in the line, which it leased. As a result, rail lines were expanded during the second half of the nineteenth century westward and southward through Maryland to Baltimore and its ports, and southward to serve Dover and the Delmarva Peninsula. In 1874, the company merged with the Philadelphia, Wilmington and Baltimore Railroad and became a part of the Delaware Railroad **(Sharf 1888:429).**

Agricultural censuses for the period 1850 -1880 demonstrate an increase in the number of farmsteads as well as the amount of cultivated fields, with a decline thereafter **(DeCunzo and Catts 1990)**. The increase in farm production is attributable to improved drainage, better farm machinery (all horse drawn), and better fertilization techniques, as well as the increased access to markets due to the improved road systems. From the 1830s to the 1870s, Delaware was the largest peach producer in the eastern United States, though peaches and pears continued well into the 1880s, with numerous nurseries located in New Castle County **(Scharf 1888:852)**. The peach industry was replaced by dependence upon more varied fruits and vegetables, as well as other crops. During this period, the Civil War and the abolition of slavery had an impact on how agriculture was accomplished and who was available to do the work; it affected southern Delaware more than New Castle County, where there were apparently fewer slaves but equally large plantations.

Scientific advances in farming began with the use of natural materials such as marl, limestone, shell lime, and guano to enrich the soils. However, by the 1870s, natural fertilizers were replaced by high phosphate chemical fertilizers, the production of which became a major industry in Delaware **(Passmore 1978)**. The most important effect of industrialization on the farms of New Castle County was the rapid rate at which farm work was mechanized. During the mid-nineteenth century, a wide variety of agricultural machinery was introduced. Initially, mechanization was applied only to stationary tasks such as thrashing on very large farms. However, by 1860, self-propelled engines had been developed which permitted the application of machinery to farm tasks such as plowing, planting, and reaping. By the end of the nineteenth century, steam-powered tractors were a common sight on farms throughout Delaware **(Passmore 1978)**. Farming became not only more highly mechanized but also more scientific with the introduction of hybrid seeds and chemical pesticides. Controlled breeding programs were undertaken for all kinds of livestock, and programs of scientific feeding were introduced to enhance yields of milk, eggs, and meat. To understand and properly apply the new technologies, farmers needed highly-specialized information and professional education. During the late nineteenth century, private agricultural societies such as the Grange provided farmers with information about new technology. These organizations were effective in the more heavily-populated agricultural districts of New Castle and northern Kent Counties, but often failed to reach farmers in more isolated districts of the state.

The adoption of new farming techniques changed the appearance of the traditional farmstead and its environs. Once tractors and other large pieces of farm machinery were acquired, it was necessary to either enlarge existing barns or construct larger buildings to accommodate the new equipment. Concomitantly, as the use of farm machinery became more widespread, the need for draft animals such as horses mules and oxen declined; and the traditional accommodations for these animals such as stables, tack rooms, and cart houses became obsolete and either disappeared or were converted to other uses. As the scientific breeding of livestock and poultry became more widespread, animals were no longer allowed to free-range or mingle freely in common pastures; and a whole range of specialized farm structures were erected such as pig sties, hen houses, cow sheds, cow yards and paddocks where livestock and poultry could be housed in segregated quarters. Even the adoption of scientific feeding programs generally required the construction of specialized buildings such as silos to store animal feed. On farms where the cultivation of traditional field crops such as wheat, corn and potatoes were replaced by the cultivation of fruits and vegetables for market, new field patterns were established. In areas where local mills had closed down, mill dams and races often fell into disrepair, altering the size and shape of creek beds and mill ponds, while marsh meadows were frequently allowed to revert to their natural state.

1890 - 1970: Urbanization and Sub-urbanization

The period from 1890 to 1970 in Delaware was marked by two significant themes that conflicted with and complemented each other. The first is more commonly associated with this period - an increase in urban population and the development of new and additional suburban areas. The second theme is an improved agriculture directed toward a local market economy, driven by urban demands to feed an expanding workforce.

A number of major wars and conflicts occurred during this period - the Spanish American War; World War I; World War II, the Korean War, and the Vietnam War. All of the wars from World War II forward seem to have contributed to urbanization of the rural populations: service in the armed forces of the United States, farmers working at munitions plants and other wartime factories. In the changing face of the rural population, many contributing factors were present. With the introduction of farm tractors and more mechanized ways to plant and harvest crops, farm soils were more intensively cultivated. In the process, many of the nutrients and much of the topsoil eroded away. Farms on the poorer soils were not as productive. The urban areas surrounding Wilmington were starting to expand as well. While the cultural landscape of the project area continued to be rural and agricultural through the mid-twentieth century (and in a very limited way retains some of this heritage), at some point toward the latter part of this period, crop farming in the project area appears to have become more unproductive.

As with any economic or cultural change, there was not a direct cause-and-effect relationship among changes in industrial capacity, in residential patterns, in transportation systems, or in agricultural systems. Although Delaware is a small state, change occurred in differing patterns dependent on individual initiative to adapt to a changing situation and to the availability of the agents of change. Accordingly, rates of change tied to a specific region or a parcel of land may not occur with the same speed as elsewhere. Northern Delaware tended to allocate more of its land to market farming or truck farming and at an earlier period than did southern Delaware because of the larger industrial population in the north and because of the more extensive railroad system in this part of the state.

During the course of the nineteenth century, northern Delaware grew at a much faster rate than the other two counties. By 1870, New Castle County's population was greater than the combined population of Kent and Sussex Counties. At the turn of the century, New Castle County accounted for 59.4 percent of the state's population. By 1940, it held 67.4 percent of the total population. The post-war increase continued this trend until the 1970s **(Munroe 1984:273)**.

At a more detailed level, the rates of change and shifts in industrial and agricultural emphasis varied from section to section in New Castle County. As Delaware's largest city, Wilmington was the prime location of much of the state's industrial capacity and labor force. Located along the Delaware River and served by several railroad lines, the city was able to capitalize on its ability to combine its rising workforce with the increased demand for industrial production and its location along prime transportation routes. As the city grew, it spun off new suburbs and industrial production that were not dependent on a blue-collar labor force within the city. Commencing in the 1920s and 1930s, industrial research and production began to locate away from that core city in suburbs north and south of the city and in a corridor westward towards Newark. This trend has continued throughout the entire period and has accelerated since World War II. The increased demand for housing and for non-urban commercial and industrial space has continued almost unabated to the present.

As with the current trend toward the conversion of agricultural land to housing and commercial and industrial use, the agricultural land that was close to the transportation corridors was the first that was targeted for conversion and development.

1970 - 2000: Urbanization

Soil maps presently show large tracts of cultivated farm fields and woodland surrounding the project area. The reality is that most of what is not presently wooded or under construction as a subdivision, is recently converted fields awaiting development (at least within the immediate project area). When the population increased throughout northern Delaware in the latter part of the last century, the process of urbanization was accelerated. At this time, various housing developments cropped up along the Route 40 corridor such as Kensington, just west of the Bear-Corbitt Road (Route 7) and Pigeon Run, just south of the railroad at Bear.

Project Area History

Study Area History

The Eden Square project area is bordered on the north by the New Castle and Frenchtown Turnpike (U.S. Route 40) and adjoins the Bear Corbitt Road (the road from Christiana to Red Lion [State Route 7]). This project area was historically known as the Bear community, which first derived its name for a tavern at the crossroads and later from a railroad station for the New Castle and Frenchtown Railroad, which crossed the Bear-Corbitt Road south of the crossroad, giving the name Bear Station to the immediate community which developed there in the late nineteenth century. The Old Hamburg Road also forms a street in the historic community. This road initially extended eastward to Hamburg Cove, located on the Delaware River. Old Hamburg

Road was initially a private farm road, but was a made a public right-of-way in 1849. The map research shows that the project area was on property initially owned by a series of large landowners who had properties with houses and outbuildings at various locations along the old turnpike road and the road leading from Christiana to Red Lion.

John Garretson and Henry Land were the earliest identified owners of property in the project area. Henry Land owned the 134-acre property that was eventually owned by James Couper[1] that was adjacent to what is now U.S. Route 40 and State Route 7. John Garretson owned the 188 acres lying southwest of Old Hamburg Road and southeast of Route 7 that was also owned by James Couper. These two acreages include the property in the area of potential effect.

John Garretson received a patent for land from Peter Styvesant in 1657 **(York Records 24:1657)**. This patent was apparently confirmed by a 1684 patent from William Penn, Esquire **(NCC A1:135)**. On 10 March 1729, John Garretson and his wife, Jean, of Christiana Hundred, farmer made a deed to William Patterson and Mary, his wife, for 143 acres described as "*beginning at a new made corner in Thomas Medciff's,(now William Parson's line) also a corner on Catherine Garretson, thence by a new line of marked trees dividing this from said Catherine's tract south thirty one and a quarter degrees easterly two hundred and twenty eight perches to a new made corner marker in Thomas Daykne (now John Reynolds line) near unto a hickory corner marked likewise a corner marker for Catherine Garretson land and Arthur Faris, thence also along Reynolds line south eighty four westerly one hundred thirty two and a half perches to an old corner hickory sapling in Reynolds lines, then along an old line of marked trees north three degrees westerly one hundred sixty six perches to an old corner black oak of Parson's land, thence by another line of said Parsons north fifty three degrees easterly one hundred ten perches to the place of beginning, containing 143 acres*" **(NCC I1:202)**.

On 16 February 1736, an adjoining 143-acre property, another part of the original tract of John Garretson, had been deeded to Catherine Garretson who later married Peter Dollan. The land that had belonged to Catherine Garretson, wife of Peter Dollan, was sold to Alexander Aiken by William Patterson, Administrator of Peter Dollan. This property began *"at a corner to Henry Land (now John Reynolds), being a corner on Arthur Ferris land, then south to a corner on Thomas Dakyne (now John Reynolds line) near to a marked hickory, a corner on Arthur Ferris's and William Patterson's land, then*

1 Please note that names are spelled differently in the deeds and other documents. "Couper" is sometimes spelled "Cooper," for instance.

*northeasterly to a corner of Thomas Medcliff's (now Parson's land), then to corner to a Spanish oak on the south side and east by the Elk River road, then easterly along its several courses to a corner Spanish oak on corner of Henry Land" **(NCC K1:442)**.*

On 6 June 1795, James Thomas sold to Robert Eakin (the same land that Robert had just sold him) two tracts: one of 143 acres that Alexander Aiken had purchased from the administrators of Peter Dollan. The first mentioned tract was described as "*Beginning at a new marked corner stake in what was formerly Henry Lands line being also a corner of what was formerly Arthur Ferris land and runs thence by a new line of marked trees dividing this from said Ferais land south thirty one degrees and one half westerly two hundred and twenty two perches to a new made corner stake in what was formerly Thomas Dakynes land near to a hickory marked on the four sides with one notch each being a corner of what was William Patterson's and Arthur Ferais' land thence by line of new marked trees dividing this from the said Patterson's Tract north thirteen degrees and a quarter westerly two hundred and twenty eight perches to a corner stake in what was formerly Thomas Medcliff's line thence along said Thomas Medcliff's line north fifty three degrees easterly to Medcliff's old corner Spanish oak on the south side and by the Elk River Road thence along the said Road and by its several courses easterly eighty eight perches to an old corner of what was formerly Henry Land's land thence along his line south fifty degrees and an half easterly one hundred and four perches to the first mentioned stake.*" The second tract was also 143 acres, being property that had belonged to Arthur Ferais, with boundaries on Catherine Garretson, John Reynolds, Peter Anderson and Henry Land **(NCC N2:260)**. On 30 March 1816, James Eakin sold to James Couper, Jr. a tract of land containing 183 acres that had belonged to his uncle, Robert Eakin. According to this deed, Robert Eakin had left his property to his natural son, John, but John died before the age of 21 and the property reverted to two nephews, Robert and James Eakin. Robert also died, leaving the estate to the survivor, James Eakin. James Eakin sold the parcel of land with premises, that was situated on the southeast side of the great road leading from Christiana Bridge to the Red Lion Inn, being now re-surveyed and described as follows "*Beginning at a larger corner white oak, being also a corner of Thomas M. Forman, north forty five degrees easterly one hundred and sixty five perches to stake in the center of Hamburg road, thence up the middle of said Hamburg road north fifty four and a half degrees westerly, two hundred and twenty four perches to the side of the road leading from Christiana Bridge to the Red Lion Inn as aforesaid, thence by the side of the said road south ten degrees westerly two hundred and thirty six perches to a stake in the line of Daniel Turner's land, thereby sd Turners land north eighty and an half degrees easterly, seventy seven perches and eight tenths of a perch to a corner marked red oak tree, thence south forty six degrees easterly, thirty nine perches and two tenths of a perch to the first mentioned white oak and place of beginning*" **(NCC M4:328)**.

As noted above, James Couper's lands were originally the land of Henry Land. On 17 December 1793, Abraham Cannon and Margaret, his wife, deeded a tract of land contain 134 acres to Thomas Moore **(NCC M2:618)**. This deed stated that William Penn, Esquire, by patent under the hands of Edward Shippen, Thomas Story and James Logan, then Proprietary deputies, confirmed to Henry Land a certain tract of land in the county behind the lands late of John Grantham, yeoman, containing two hundred and ten acres. Henry Land, by an indenture, conveyed the said two hundred and ten acres to Cornelius Tobey on 21 May 1718 **(NCC E2:218)**. Cornelius Tobey also purchased 80 acres, adjoining, from John Grantham, son of John Grantham, the elder. Tobey also purchased part of an adjoining tract that was owned by Hannah Vans, wife of Henry Vans and one of the daughters of Jacobus Alrichs, part of the estate of Jacobus Alrichs. On 21 May 1724, Tobey sold these tracts to John French. On 20 May 1726, John French sold the tracts of land to John Reynolds, containing about 406 acres. John Reynolds, by his last will and testament, did give to his son, George Reynolds, the plantation that he lived on, which is released by his brothers William and John Reynolds marked and bounded and limited as follows: "*this is to say, Beginning an old corner Black oak standing on the southeast side of the Kings high road leading from New Castle to Elk River, thence by the same south fifty degrees west ninety nine perches and a half a perch to an old corner Spanish oak of the land of Alexander Eakin and therewith south fifty two degrees ten minutes East one hundred and ninety two perches to a post in the said line of the whole tract thence by a line joining William and John Reynolds north forty degrees East one hundred and thirty two perches to a post for a corner of William Reynolds part in a line of Jacob Grantham's land then north fifty nine degrees west one hundred and sixty five perches and a half to a new corner Black oak on the north west side of Elk River Road south forty eight degrees west eighteen perches to the pace of beginning, containing one hundred and thirty five acres.*" The said George Reynolds, by his last will and testament on 16 May 1756, bequeathed the estate to his son, John Reynolds. On 19 Aug 1760, John Reynolds and Eleanor, his wife, deeded the property to Isaac Cannon, Sr. **(NCC T1:317)**. Charles Cannon, by his will, devised the said plantation to his son, Abraham Cannon on 9 Oct 1775.

On 25 February 1795, Thomas Moore sold William Man five acres of the above land that was lying on the west side of the road leading from Christiana Bridge to Red Lion Tavern and bounded by that road and the road leading from Hamburg Landing to the Elk River Road and by the land of William Mann **(NCC C3:168)**. On the 1818 tax list for New Castle Hundred, Thomas Moore had 132 acres of land near the Bear Tavern, 100 acres of which were improved, with one large brick dwelling house, a wood frame barn and stables. He had a male slave named Joe who was age 21 and who had to serve seven years. He also had a female slave, Matilda, age 17, who had to serve eight years. Thomas Moore also had livestock. Thomas Moore died before 13

Oct 1822 when his executor, Robert Smith, sold the 134-acre property (less the land Moore sold to Mann) to James Couper of the Town of New Castle **(NCC K4:232)**. This land was then described as lying on the southeast side of the New Castle to Elkton, then southwest to a corner of this land and Alexander Eaking, then by Eakin's line southeast to a post in the line of the whole tract, dividing this land from the lands of John and William Reynolds, and along this line, northeast to a corner of William Reynolds, in the line of Jacob Grantham, then northwest to the corner post on the road from New Castle to Elkton, then southwest to the place of beginning. James Couper died between 1863 and 1865. His heirs still owned the property in 1893. By the middle of the twentieth century, however, the land again entered the ownership of the Moore family.

On 23 July 1828, James Couper purchased one acre of land with the Bear Tavern from Robert Ochletree, administrator of the estate of Mary Cavender, deceased **(NCC K4:234)**. This deed states that *"Mary Cavender, widow, deceased, unadministered by Henry Steele deceased, who in his lifetime was Executor of the Testament and last will of the said Mary Cavender, sends greeting. Whereas the said Mary Cavender by virtue of sundry conveyances, and also by virtue of certain proceedings in the Court of Chancery, and a decree of the Chancellor of the State of Delaware, in the case wherein the said Mary Cavender was complainant and Zachariah Mann and others were defendants as of the August term, one thousand eight hundred and twenty four, became lawfully seized in her demesne as of fee, of and in a certain tract of land with a house and other improvements situate in New Castle Hundred aforesaid commonly called the Bear Tavern, and afterward on .....day of February one thousand eight hundred and twenty seven departed this life."* Afterwards, the Orphans Court authorized the sale at public auction. This land was described as Lot 4, beginning at a stake in the northeast corner adjoining the other lands of the said James Couper and running northwest to the land of Robert Ocheltree, then by his land southwest to a stake, then north west to the margin of the New Castle and Frenchtown Turnpike, then by the margin of the road southwest to a stake set for a corner in the southeastern angle or point of intersection of the external line of the said Turnpike and the road leading from Christian Bridge to Red Lion, then along the margin of that road southwest to the stake in Couper's line, then northeast to the first point, containing one acre and two rods and eleven perches. The 1818 New Castle Hundred tax list shows that Philip Cavender owned 19 acres, including the Bear Tavern, with a barn and stables. He had one male slave, George, age 6, for life and one female slave, Flora, aged 40, also for life. He also was taxed for livestock. The Bear Tavern was described as a frame building that was much patronized. The house was torn down in 1845 **(Scharf 1888:853)**. James Couper owned this establishment until it was demolished.

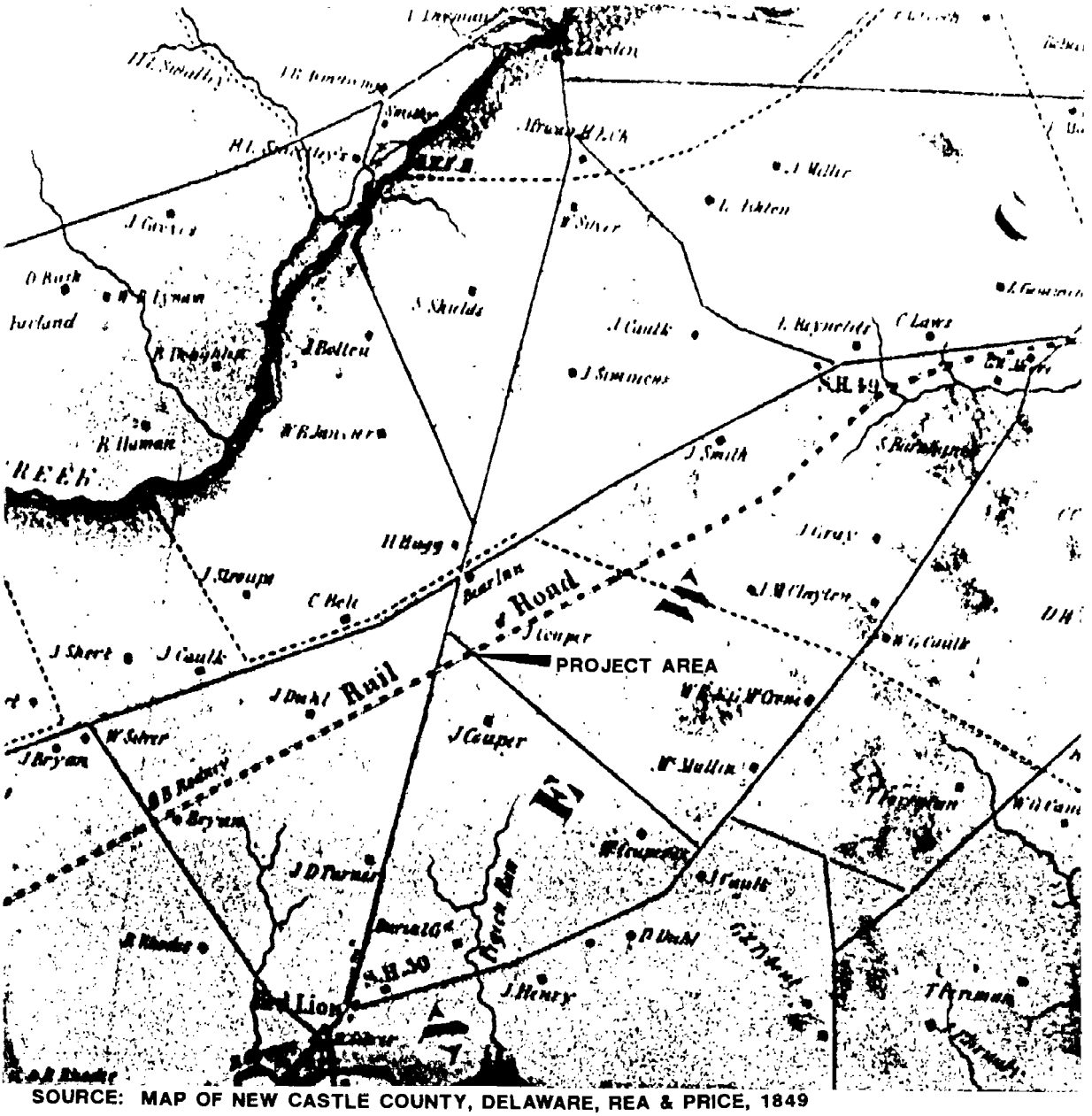
The namesake of Bear was derived from this colonial tavern and inn. The old Bear Tavern once hosted George Washington on August 10, 1795, en route from Wilmington, Delaware to Mount Vernon, Virginia. A sign hung from the building's facade, depicted a "bear" and was a signal to travelers coming upon the inn. Because of this establishment, this road intersection has historically been known to locals as "Bear Crossroads." The Bear Inn is recorded on the 1849 Rea & Price map **(Figure I-4)**, and is last illustrated on the 1868 Beers Atlas for New Castle County **(Figure I-5)**.

Robert Ocheltree, the adjoining property owner to James Couper, was identified on the 1818 New Castle County tax list as having an estate of 116 acres, of which 86 acres were improved, with a wood frame dwelling house, and 80 acres being wooded and wild marsh.

By 1822, James Couper owned all of the project area property east of the present day Bear-Corbett Road and on both sides of the Old Hamburg Road. James Couper was, for many years, the cashier of the Farmer's Bank **(Scharf 1888:871)**. He apparently was a large shareholder in the New Castle and Frenchtown Railroad as well, with the right-of-way crossing his property and the station adjacent to his land. At one point in 1834, he was given power of attorney over a ward's property which consisted of four shares of the New Castle and Frenchtown Railroad **(NCC S4:183)**. According to Scharf **(1888:428)**, in December of 1830 the stock of the railroad company was selling at sixty percent above the original subscription. On 17 November 1849, James Couper and Kinsey Johns, landowners of the Old Hamburg Road right-of-way, agreed to give the county a 40-foot right-of-way, in cooperation with James Booth and Andrew C. Gray of the New Castle and Frenchtown Railroad Company, for a new public road called the Hamburg Road, which was laid out and constructed and fenced off on each side by substantial post and rail fences and was opened and made fit to travel in April 1848. The county was to maintain the road at public expense.

The name "Eden" is also of local origin, taken from the name of an adjacent estate. In 1837, William Read, administrator for George Read, sold the Eden plantation to John Diehl **(NCC Y4:261)**. George Read, in his lifetime, was seized with a certain mansion house, with lots belonging, and other lots, contiguous thereto, in the tract of land called Eden, lying on both sides of the New Castle and Frenchtown Railroad. The land called Eden was located in New Castle Hundred near the Bear Tavern and contained 258 acres. John Diehl is identified as the landowner located west of the Bear Inn, north of the railroad, on the 1849 map and the 1881 map **(Figure I-6)**.

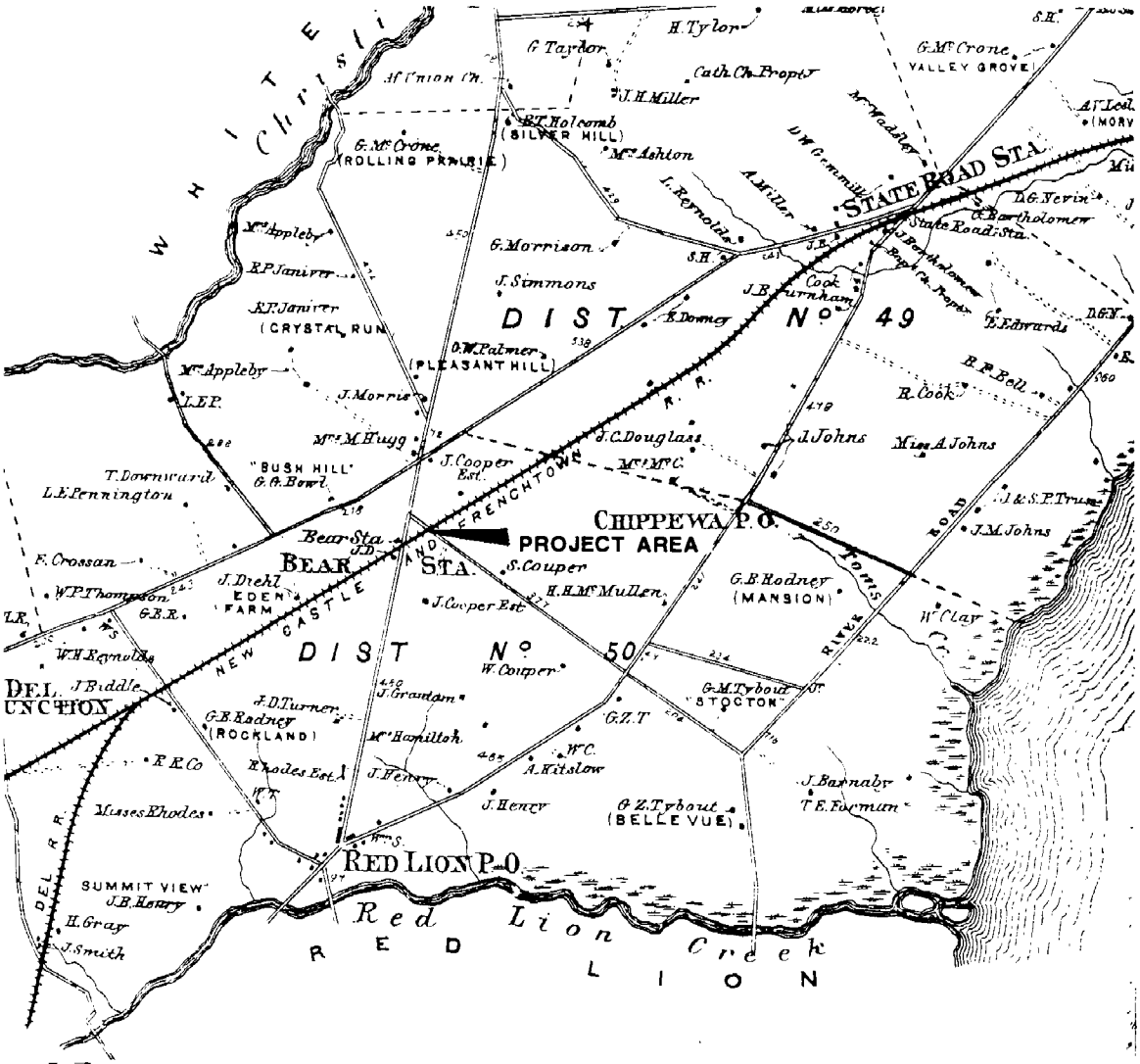
By 1893, a one-room schoolhouse was located at the intersection of U.S. Route 40 and State Route 7. It is illustrated on the 1893 Baist's Atlas of New Castle County **(Figure I-7)** as well as the 1904 USGS map **(Figure I-8)**.



SOURCE: MAP OF NEW CASTLE COUNTY, DELAWARE, REA & PRICE, 1849

MAI PROJECT: D-82
EDEN SQUARE

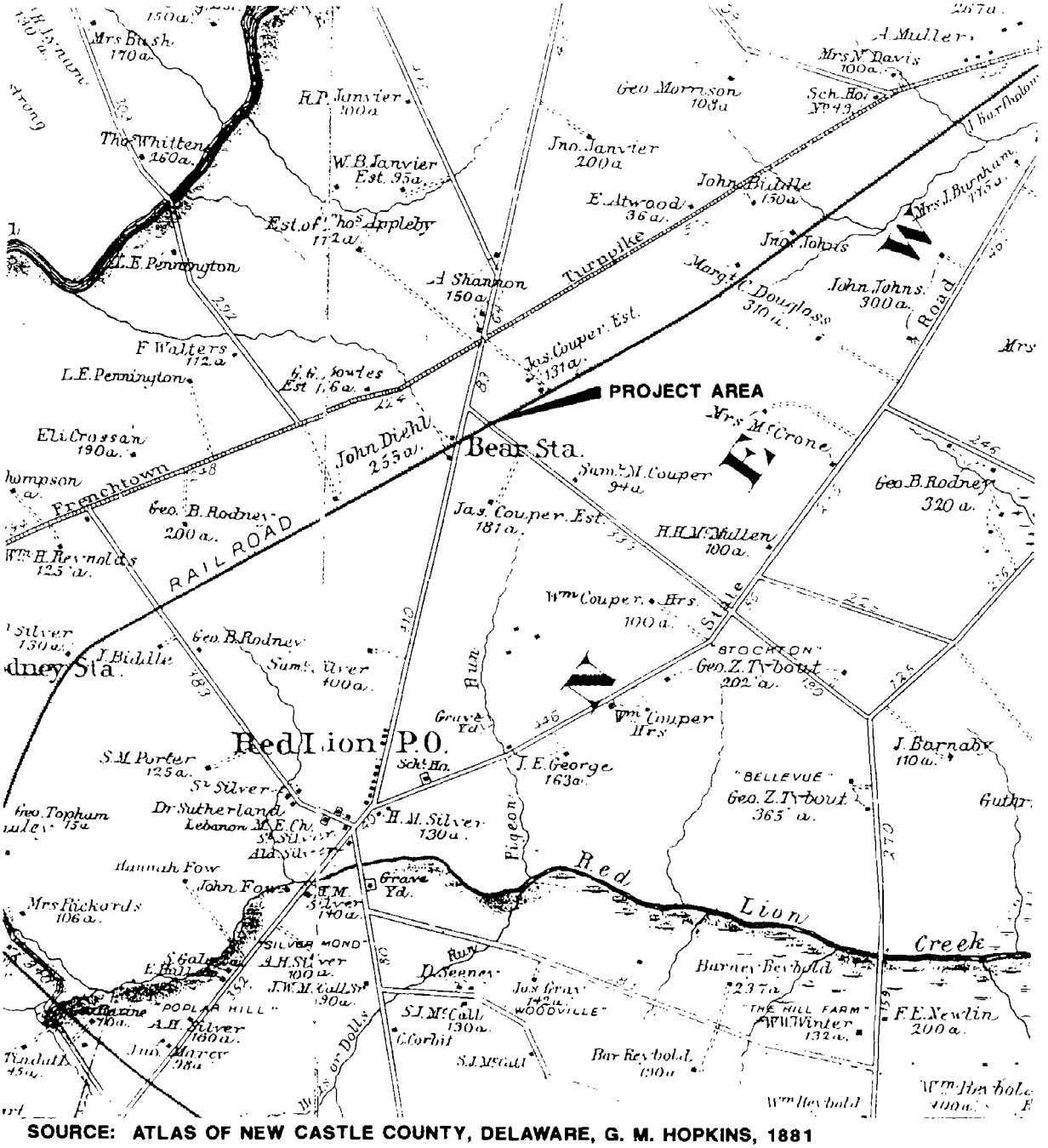
FIGURE I-4
1849 MAP OF THE PROJECT VICINITY



SOURCE: ATLAS OF THE STATE OF DELAWARE, D. G. BEERS, 1868

MAI PROJECT: D-82
EDEN SQUARE

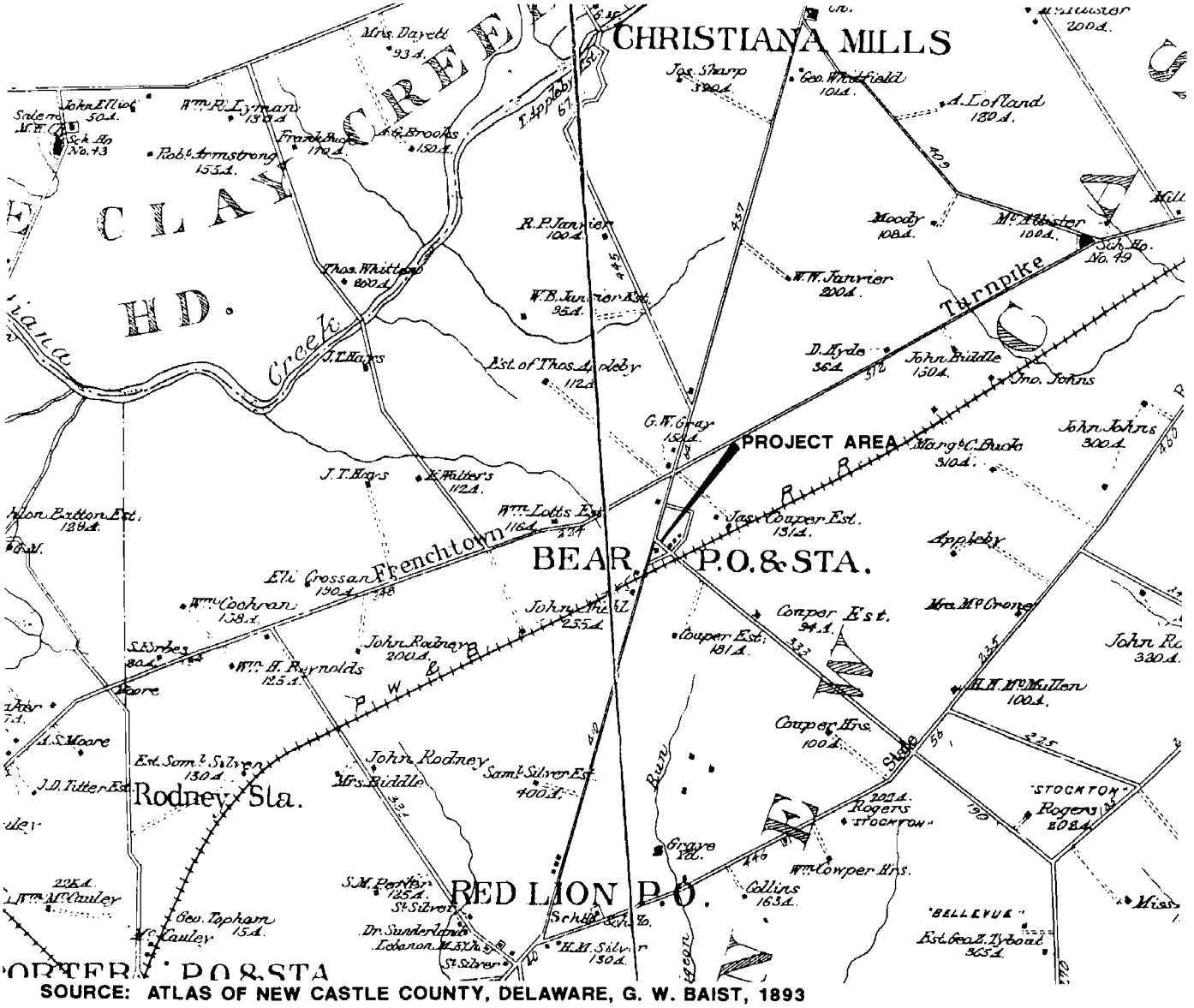
FIGURE I-5
1868 MAP OF THE PROJECT VICINITY



SOURCE: ATLAS OF NEW CASTLE COUNTY, DELAWARE, G. M. HOPKINS, 1881

MAI PROJECT: D-82
EDEN SQUARE

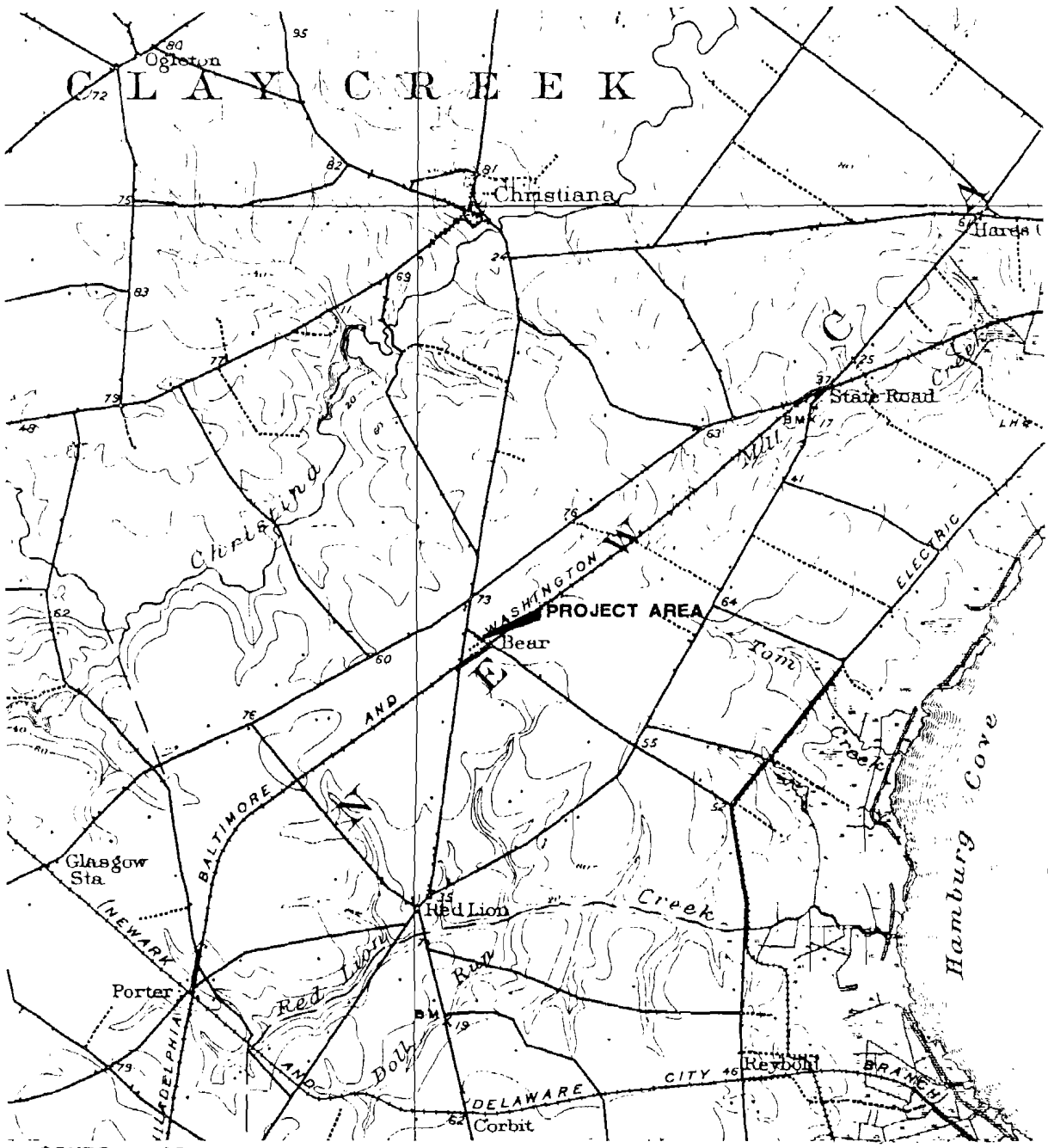
FIGURE I-6
1881 MAP OF THE PROJECT VICINITY



SOURCE: ATLAS OF NEW CASTLE COUNTY, DELAWARE, G. W. BAIST, 1893

MAI PROJECT: D-82
EDEN SQUARE

FIGURE I-7
1893 MAP OF THE PROJECT VICINITY



SOURCE: USGS WILMINGTON, DEL.-N.J. QUADRANGLE, 1904

MAI PROJECT: D-82
EDEN SQUARE

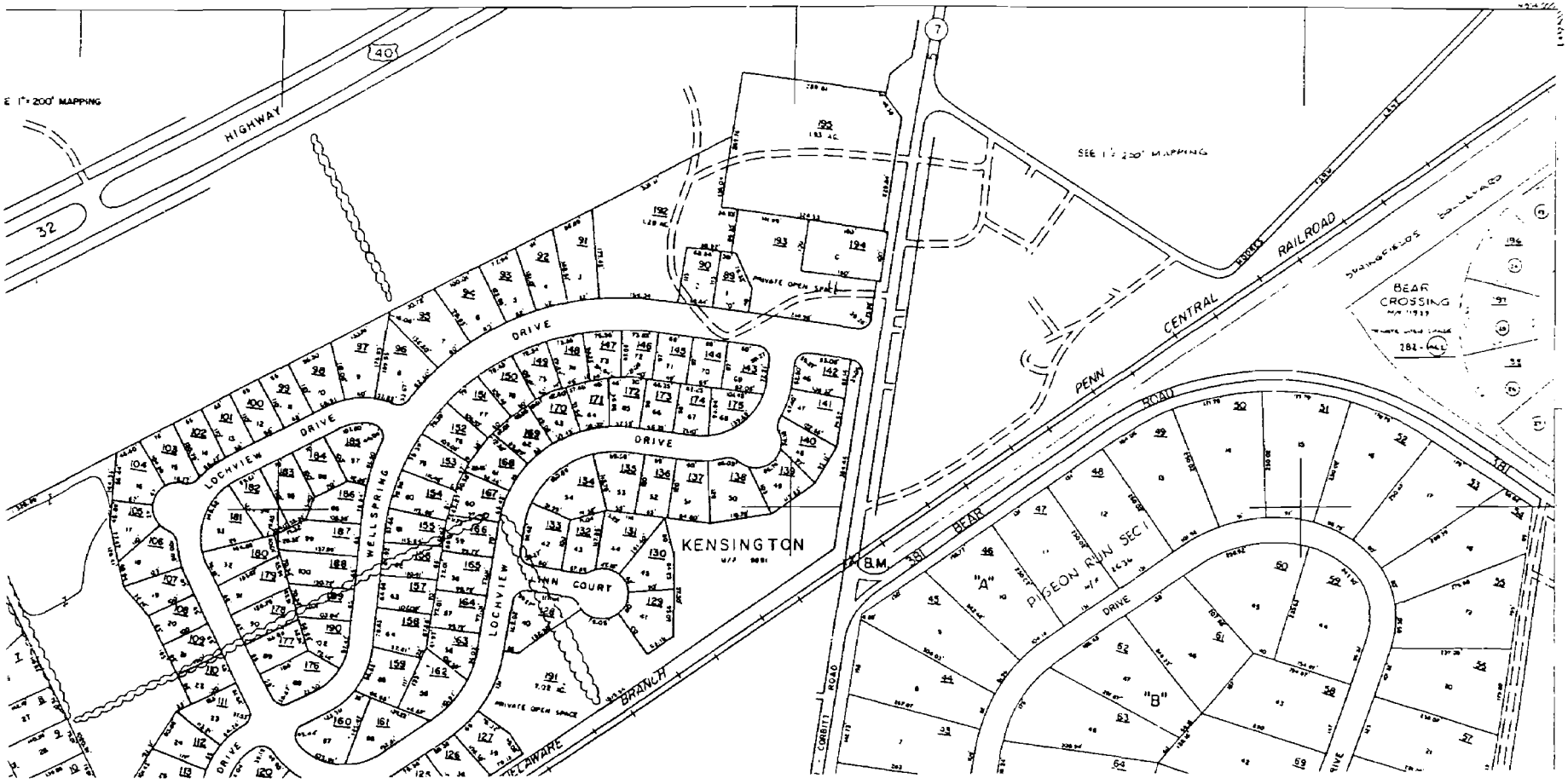
FIGURE I-8
1904 MAP OF THE PROJECT VICINITY

Bear Railroad Station

As noted, since the 1790s, Bear has been an historic landmark in the triangular location formed by State Route 7, Old Hamburg Road, and the railroad and can be found visually on most historic maps. The historic triangle community's standing structures were built in the period 1873 to 1957, where the settlement was a focal point for the ten or so farms in the nearby vicinity. The community had a variety of residential and commercial buildings that had its impetus in a relationship with the railroad that constituted its southern boundary. During the course of its existence, the village had additional buildings (no longer present) on roadways adjacent to the present community. A water tank existed beside the station to service steam locomotive engines. The establishment of a railroad stop was a major factor in the evolution of the community, since it provided access to the railroad by area farmers. "Bear Station" is present on historical maps from 1849 to1893, and in 1904, the community was identified as "Bear." During the ownership of the Philadelphia, Baltimore & Wilmington Railroad, a new railroad station was constructed in 1882, and was located at the southwest corner of State Route 7 and the present railroad tracks **(Figure I-6)**. The station building existed at this location to the mid-twentieth century, when it was demolished. The Bear Station was described as "a neat and well-arranged structure" **(Scharf 1888:853)**. Lewis Fisher was appointed the first agent, and Henry W. Vandever became the next agent.

Oral histories from former Bear residents support the community as once being a hub for the shipment of produce as well as the receiving of goods, adding color to its railroad history. Located in the center of Bear's historic complex is a cultural green that was used by farmers waiting for merchandise to arrive on the rails and to ship their produce. Alleys from State Route 7, Old Hamburg Road and Railroad Alley connected into this space. Besides merchandise that came in on the railroad, mail was also transported on the lines and would be hooked by the tracks for collection. Presently, one railroad auxiliary building that was constructed in the 1950s as a railroad warehouse still stands.

The Baist map of 1893 **(Figure I-7)** shows houses constructed on the north side of a road extending northeast along the railroad on the northeast side of Old Hamburg Road. This indicates that prior to 1893, there were once buildings associated with the Bear community that were located in what is now the school athletic field. Although neither structures nor railroad are visible today, a brief field examination by MAAR Associates, Inc. indicated that the area had not been extensively disturbed and identified cultural materials in the area where the dwelling houses were shown on the map. The New Castle County Tax Map shows "Moores' Farm Lane" leading off of Old Hamburg Road in this general location on the map of the Bear area **(Figure I-9)**.



MAI PROJECT: D-82
EDEN SQUARE PHASE I STUDY

FIGURE I-9
NEW CASTLE COUNTY TAX MAP

As a rural community, Bear had access to artesian water wells that were located in the house's cellars. All of the houses were equipped with wells that have been sealed up. During the Roosevelt Administration, indoor plumbing was connected to Bear, and tapped into the artesian water system, draining the wells **(Moore, personal communication)**. Outhouses were located on all of the properties, though none exist to this day within the community. One modification that is apparent on many of the original buildings in Bear are indoor bathrooms, which were added to second stories and bud out of the original shape of the buildings.

Railroad History

Due in part to already existing roads and development, business entrepreneurs constructed a railroad that connected the port towns of Frenchtown, Maryland and New Castle, Delaware between 1830-1832. The New Castle and Frenchtown Railroad was the first chartered railroad in Delaware and one of the earliest operating lines in the United States. Horses pulled the stagecoach-shaped cars for the first few months until an English-built, steam-powered locomotive engine could be purchased **(Hoffecker 1977: 43)**. The New Castle and Frenchtown Railroad was an important link towards the metropolitan towns of Philadelphia and Baltimore, though only stretching 16 1/2 miles at a total cost of $450,000, and transporting primarily people and perishable goods. Open for service on February 28, 1832, the railroad had three principal investors, and thirteen directors, as well as six to ten engineers. The chief investors of the railroad studied English railroads as well as other early American rail lines "constantly comparing their railroad to others," like the Baltimore & Ohio Railroad **(Lankton 1976: 3)**. One of the investors was James Couper, who was the Treasurer, probably the same "Jas. Couper" who owned the property where Bear Station was located, since he was identified in historic documents (deeds) as being associated with the railroad company stock.

The railroad itself was equipped either with double tracks that were individually 26 feet wide, or as a whole 70 feet wide. Wood fencing, hedges and Black or New Castle Thorn trees protected the right-of-way from animals being hit by a passing train **(Lankton 1976: 14)**. The New Castle and Frenchtown Railroad truly paved the way as the first Delaware railroad building through territory not already served by a river or canal **(Hoffecker 1977: 24)**. According to historic maps, the railway was not officially renamed until sometime after 1881.

The New Castle and Frenchtown Railroad shifted ownership as early as 1838, which became formal in 1843, as the Philadelphia, Baltimore & Wilmington Railroad. As a competitor, the Philadelphia, Baltimore & Wilmington Railroad consolidated three primary railroad companies in the Mid-Atlantic: the Baltimore and Port Deposit, the Wilmington and Susquehanna, and the Philadelphia and Delaware County Railroads as

well as the New Castle and Frenchtown Railroad. In the 1840s and 1850s, railroad systems were revolutionizing the Upper Peninsula of Delaware, while the canal system was still the predominant way to transport goods. Industrialization and transportation were quickly reshaping with prosperity the northern part of New Castle County, while the lower part of the state "suffered from economic blight" **(Hoffecker 1977:43)**. The railroad connected the three urban settlements of Philadelphia, Wilmington and Baltimore, as well as supported many agricultural complexes in the middle that depended on the railroad in shipping their produce from grain products to fruit. Until the development of the highways, the railroad from the 1890s into the 1960s was the principal way merchandise was collected and sent to urban areas. With the advancement of refrigeration cars used in the railroad industry, the transportation of fruits and vegetables became even more economical for farmers, therefore increasing their demand in rich agricultural areas.

In the 1950s, the railway changed hands and became the Pennsylvania Central Railroad. Presently, the Norfolk Southern Railroad owns the tracks. The trains do not run as frequently as in the past, according to Bear locals.

Bear was equipped with a post office that was located in the railroad station. When the station was closed, the post office was relocated to the front porch area of 38 Old Hamburg Road.

The most recent development in the U.S. Route 40 and State Route 7 crossroads has been in the 1990s, with the construction of Governor's Square in 1991, Eden Square in 1995, Glendale Plaza in 1998, and Delle Donne Corporate Center in 2001. Besides these large commercial complexes, residential neighborhoods of Kensington and Pigeon Run have also been constructed.

Previously Identified Cultural Resources

A review of the cultural resource files in the State Historic Preservation Office shows that there are a number of known cultural resources in and near the project area. The proposed Bear Station historic district also contains previously-identified historic properties. National Register sites located near the project area include: The Charles Allen House; the James Stewart Jr. house, Cooch's Bridge Historic District; Aikens Tavern Historic District; and James Stewart's House. Buena Vista is a National Register site located east of the project area on the east side of Route 1.

Architectural Potential

Bear Station, a former railroad community supported by rural agricultural complexes, is composed of a 7.2-acre parcel lying within New Castle Hundred, New Castle County, Delaware. Fifteen of the twenty-five structures in the community are considered to contribute to the proposed historic district under Criteria A and C of the National Register of Historic Places. Bear Station is considered eligible under Criterion A for its association with the 1830 period New Castle and Frenchtown Railroad (sold in 1843 to the Philadelphia, Baltimore & Wilmington Railroad). In addition, Bear Station is also eligible under Criterion C for its vernacular architecture trends and central cultural landscape constructed between 1873-1957.

Architecturally, the Bear Station Historic District has high integrity and contributes to the history of the Delaware Upper Peninsula area. Its architecture is vernacular, and the styles best represented are Gothic Revival, Colonial Revival, Victorian, and Second Empire. Positioned as a railroad hub in an area of well-developed agricultural farmsteads, Bear Station was the closest stop in the area to which farmers brought their produce for shipping. Previously-identified resources include N-5102 (101 Hamburg Road) and N-5103 (100 Hamburg Road). These probably equate to present-day 30 Old Hamburg Road (built in 1873) and 38 Old Hamburg Road (built in 1873). Others listed are N-5111 (Graham gabled frame house) and N-5110 (cross gabled frame house). These latter two are probably 1017 Bear-Corbit Road (built in 1900) and 1025 Bear-Corbit Road, built in 1900. A previous dwelling, built in 1894, appears to have been demolished. Information concerning construction dates for these structures was in the New Castle County tax data base.

Archaeological Potential

The archeological potential for prehistoric resources within the project area varies from cultural period to cultural period for specific site types. The resource potential is summarized in **Table I-1** as taken from A Management Plan for Delaware's Prehistoric Cultural Resources **(Custer 1986)**. This document presents a set of relative probabilities for the occurrence of specific site types within the various management units and sub-units, an evaluation of the data quality for each site type, and an evaluation of the potential for each of these sites to yield significant data. Site probabilities are expressed in relative terms such as high, medium and low and have been derived using the known data base. The overall potential for prehistoric period sites in the part of the project area is believed to be moderate to low due to its relatively long distance from dependable and sizeable water courses.

TABLE I-1: Prehistoric Site Probability

Site Types	Probability	Potential Significance
Paleo-Indian		
Quarry	Low	High
Quarry Reduction	Low	High
Quarry-Related Basecamp	Low	High
Basecamp	Low	High
Maintenance Station	Low	High
Hunting Site	Low	High
Archaic		
Macro-Band Basecamp	Low	High
Micro-Band Basecamp	Low	High
Woodland I		
Macro-Band Basecamp	Moderate	High
Micro-Band Basecamp	Moderate	High
Procurement Site	Moderate	Low
Mortuary Site	Moderate	High
Woodland II		
Macro-Band Basecamp	Moderate	High
Micro-Band Basecamp	Moderate	High
Procurement Site	Moderate	High
Contact		
General Contact Sites	Low	High

The Delaware Statewide Comprehensive Historic Preservation Plan **(Ames et al. 1987)** includes resource management sections prioritizing survey needs and outlining developmental pressures on the historic period resource base. The overall potential for historic period resources in the project area is high due to the documented presence of residential units indicated by historic maps **(Table I-2)**. In addition to the possibility that historic occupation occurred across Old Hamburg Road from Bear Station, three residences were located to the north of Old Hamburg Road along a former roadway that led north from Old Hamburg Road before turning northwest to intersect with State Route 7, as is shown on the *1893 Baist's Map* **(Figure I-7)**. The remains of these structures, as well as possible outbuildings from the early Cooper farmstead further east along Old Hamburg Road (which was present on a number of historic maps), indicates there are likely deposits associated with the historic occupation of the study area. Specific probabilities of site occurrence through time indicates a relatively low

potential for sites predating the American Revolution, ca. A.D. 1775; moderate potential for sites dating to the last quarter of the eighteenth and first quarter of the nineteenth century; and high potential for sites post-dating ca. A.D. 1825.

TABLE I-2: Historic Site Probability

Site Types	Probability	Potential Significance
1630-1730	Low	High (Owner)
1730-1770	Moderate	High (Owner)
1770-1830	High	High (Owner/Tenant)
1830-1880	High	Moderate (Owner/Tenant)
1880-1940	High	Low (Owner/Tenant)